









# EDMONTON BULLETIN

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THURSDAY, MAY 15, 1913.

### IN CONTEMPT OF COURT AND DISREGARD OF FACT

Commenting on the decision of the Medicine Hat election case, the Journal said on Friday:

"The lengths to which the government force have gone in Medicine Hat and Clearwater ridings since polling day in order to add to the strength against all through the province during the campaign just ended."

In the Medicine Hat case, the judge found that while the ballot box had been tampered with he had no evidence as to whether the tampering had been done by a Conservative or a Liberal, or whether it was done on behalf of Mr. Spencer or of Mr. Mitchell. The Clearwater case was on Friday still before the courts, and not therefore a proper subject for newspaper comment. Seemingly the Southern press has no more respect for the courts than it has for the truth.

### THE STREET RAILWAY.

Mr. Breen's report on the street railway is one to give assurance rather than anxiety. It does not intimate that any cardinal mistake has been made either in the construction or the operation of the system, such as would condemn it for a protracted period to run at a loss. Rather, he says, the system suffers from a number of minor ailments—none serious, none chronic—curable—the joint result of which is to prevent it paying its way.

The remedies proposed are none of them radical, and most of them have been suggested previously. The idea underlying several of them is that we should get after the immediately available business a little more energetically. To that end it is recommended that the cars run faster, thus providing a more frequent service; that trailers be used during the rush hours, and that attention be devoted to building up the "short-haul" business rather than to the extension of long branches into territory where traffic is small and where the existing traffic would have to be hauling a long distance.

Some of these changes the superintendent of the system declares impracticable. The commissioners, too, have put an exhaustive report before the council dealing with the whole situation of the street railway and making certain recommendations for its betterment.

One most satisfactory point stands out from all these reports. It is recognized that the system is not some sort of a municipal plant, thing which can be run regardless of cost or consequence, but is a commercial enterprise which must be made to pay its way or which will bring financial loss to the pockets of its owners. If that idea can get implanted, deeply enough in the minds of the aldermen and the public, the results will be for the good of the street railway, the city and the taxpayers.

### SURPLUSES GROW, BUT THE TAX-HATE STANDS

The people of Canada last year paid into the treasury of the Dominion fifty-five millions of dollars more than the amount needed to carry on the public business. The surplus is the largest in the country's history. It is also a tangible reminder that the Fielding tariff is still in force, but that the tax-reduction which Mr. Fielding tariff prepared the way is not being carried out. And on the frank statement of the Minister of Finance the Government has no intention of granting that reduction at this or any indicated time.

The Laurier Government went

into power on a low-tariff policy, but they inherited an empty treasury and a taxation system which did not bring in money enough to provide properly for the cost of the public services. They also found—largely because of their own efforts—that Canada began to "grow," and the cost of carrying on the duties of government to increase proportionately. To sharply reduce the tariff under such conditions could have been simply to cut down the tax-rate when the receipts from the taxes were already too small to meet the needs.

The first business of Mr. Fielding was to so re-adjust the tariff that the needs of the treasury would be assuredly supplied, and the means provided for making the costly extensions of the public services demanded by the increase of population and the spread of settlement in the West.

What accomplished, the tariff could be reduced generally, to the advantage of the people and without involving the public finances. That Mr. Fielding succeeded in readjusting the tariff to fill the treasury is apparent enough from the annually growing surplus which remains after providing for an annually growing outlay. But, unfortunately, the process was arrested halfway, and the Government which established the revenue-producing tariff was exempt from power on a proposal that a tariff reduction which could have then been well afforded should be made.

The present Government fell heir to the revenue-producing tariff, but they have apparently no intention of reducing the tax-rate. A flowing treasury is not considered by them as offering in opportunity for lessening the demands on the tax-payer. Mr. White on Monday plainly declared that no general reduction need be looked for—a pronouncement quite in accord with what was to be expected. Whatever they may do with the tremendous surpluses which are the treasury year after year, it is no part of the Government's scheme to materially reduce the levy and leave the money in the pockets of the people.

### Remarked on the Side

The proposed visit of a powerful American fleet to the Mediterranean Sea, it is suggested in some quarters, might give Europe a glimpse of the Uncle Sam's potentialities as a naval power.

Jack Johnson, having been found guilty on charges that involve a possibility of his being imprisoned for six years, it is said that many "white boys" are now feeling more hopeful than ever.

Claiming that there is only one freight car "in hospital," the committee on the railway has proposed five per cent. increase in the rate for freight cars in the matter of damaging cars, more frequent results may be looked for when our local railway men have had more practice?

In despatches announcing the determination to keep up the issue of the Suffragette paper, or interesting reference is reiterated that it is illegal to suppress free speech before the press. The government would probably be puzzled to suppress free speech any other way. What's the use of free speech anyway if it is not to be effective?

The conscientiousness with which the people's welfare is considered there set themselves to the task of clearing and removing the system, only equalled by the graceful facility with which they abrogate them.

It seems that the Emperor of Germany, so far as his own empire is concerned, knows no law, and may, if he chooses, annex and use a suitable patent without considering the interests of the people who may be affected by this principle might be carried out in the minds of the Kaiser is entitled to steal one man's property to equip his troops, he could safely annex any other little conscience he happened to want.

### AN ADVISORY COUNCIL

Australian Premier Would Change Imperial Conference.

Melbourne, May 14.—"I think it probable that the Australian government will develop along the lines of an advisory council," said Prime Minister Andrew Fisher, today in commenting on the movement in the British House of Commons for the formation of a Council of Empire. Mr. Fisher expressed the hope that future Imperial conferences will be called together every two years instead of every four years, as is now the case, and subsequently that the Council of Empire, from which it would be easy to convert into an advisory council. This said the prime minister, would have the effect of establishing connection between the representatives of Great Britain and the Dominions, and would be an effective method of linking the governments of the whole empire.

### Correspondence

#### WILL ELIMINATION OF DEAD ENDS REMEDY THEM?

Editor Bulletin:

On the interesting and instructive report of the city commissioners on street railway operations, published in the Bulletin this morning, occurs the statement that among other good results of the work of construction this season will be "the elimination of a number of Ys and dead ends. A better schedule will be the result."

In comparison with this antagonistic view as to Ys and "dead ends," which I have observed to be generally prevalent in Edmonton, where the street railway service is in general, admitted to be a failure, I would refer to the street railway system of Minneapolis, which is universally considered to be the most successful on the continent.

The Minneapolis system does not contain a single loop, a fact which most appear starting not to, any downward curve to many authorities in this good city for year or more have been so consistently claiming that the one point cure-all for the ill of Edmonton's street railway mismanagement was the as yet unattained system of loops.

The Minneapolis system there are more than a score of "dead ends," to use a term of reproach now so familiar in Edmonton, as compared to Edmonton's five, and that, too, notwithstanding that the Minneapolis system has been in operation about five times as many years as Edmonton's. Yet, neither the railway company, which has \$50,000,000 invested in the enterprise on which it aims to make all the profit possible, nor the public, which desires all the possible convenience in service, nor the city council, which has the power to say when and where there shall be extensions—none of these parties in interest ever appear to think of the tremendous advantage it would be to any or all of them to connect up the "dead ends" of which they have such an abundance.

But the reason, even to a layman, is not far to seek. The proper and primary aim of any street railway system is to carry the inhabitants from the residence portions to the business district, and vice versa, by the shortest route possible, consistently, the nearer the route resembles a loop, the better it is for the operation. The closer the plan must be to perfection. A run around from outer end of one spoke to the outer end of another would mean loss of time and time of the business operation.

The notion that an outer loop would be a good thing—that is, a time saver—must have arisen in Edmonton from the public feeling almost of despair arising from the delays, continual in the operation of the local system, due to its looped and crooked mismanagement.

There is no sort of impulse to escape the present troubles by trying to do what we know not of, in the hope that the elimination of Ys and dead ends in Edmonton, as in Minneapolis, there is no need of the Ys and dead ends at the end of the routes, if they are run on a properly worked-out schedule or system of routing. This calls for investigation and a little mathematics.

It is certainly puzzling to imagine what advantage it is to be gained by the elimination of Ys and dead ends, which the commissioners tell us will be effected, to the satisfaction of all parties, by the work to be accomplished this season. From a study of the Minneapolis system with its record of success, both as to service and profits, it is not more likely that the proposed elimination may produce disadvantage?

T. E. BYRON.

Edmonton, May 11, 1913.

### RAILROAD DYNAMITED

#### BY STRIKING MINERS

100 Feet of Road Not Blown Up By Three Separate Explosions.

Wharton, N. J., May 14.—Dynamite planted in three places under the tracks of the Mount Hope Mineral Railway was exploded within an hour yesterday at points less than a quarter of a mile from the Mount Hope mine of the Empire Steel and Iron company where the miners have been on a strike for six months. The railway and main twisted and crumpled scattered about, nearly 300 feet of the roadbed, being blown up. The road is four miles long and is owned principally by the Empire company.

### Drowned From Canoe.

Watermouth, Mass., May 14.—While paddling a canoe, the river yesterday afternoon, Charles H. Ward, 16 years, overbalanced himself, fell into the water and was drowned. He was alone and was not seen until he was found by the police. The youth fought hard for his life, but the icy water and fast running stream were too much for him and he sank from sight.

### SCHOOL OF MINING

#### A COLLEGE

#### APPLIED SCIENCE

#### MINING

#### CHEMICAL

#### CIVIL

#### MECHANICAL

#### ELECTRICAL

Applied Chemistry, Metallurgy and Geology.

MINES, ONTARIO

EDMONTON, ALBERTA

# HUDSON'S BAY COMPANY

INCORPORATED 1670

Herbert E. Burbridge, Stores Commissioner

## The Rebuilding Sale at the Bay

Impresses every visitor with its exclusive savings. Every day brings increased interest in the phenomenal offerings. Price economies are presented for Thursday shoppers that know no precedent. We quote a few.

### A Day of Exceptional Savings in Our Popular Dress Goods Section

- Assortments were never better and fabrics never more beautiful than now—our Spring and Summer showing eclipses all former attempts. Materials that Fashion especially favors for the new suits and coats are here in abundance—and at prices that mean substantial savings in every instance.
- 32-inch All Wool Diagonal Coating Tweed, in a nice soft finish—admirably suited for the making of the popular "Johnny Coats" and other light Spring apparel. In a heavy, raised diagonal effect. Colors cream and grey only. Rebuilding Sale, per yard..... 1.35
- 44-inch French Spun Suiting, in white, cream, cinnamon, champagne and grey. Finished in a fine pebbly surface. One of the season's best fabrics and equally as popular as 95c
- Regular \$1.75 and \$2.50 a Yard Spring Suitings, Special \$1.25—A splendid range of all wool tweeds in browns and greys; Lennox Oatmeal Tweeds, Zebelin Stripe Coatings, in brown and black, blue and black, and maroon and black. All new and fresh and taken from our regular stock. Genuine bargains that the economical woman cannot afford to overlook. Rebuilding Sale, per yard..... 1.35
- 30-inch Colored Duck, for girls' school vacation and general every-day wear. Also desirable for the making of bathing suits, on account of its imperviousness to sun and water. In tan, navy, red, Alice blue and black and white and tan and white stripes. Rebuilding Sale, per yard..... 25c
- 42-inch Plain Colored Cotton Voiles, for beautiful Summer and Evening Dresses; in sky, pink, champagne, mauve, grey, Alice blue, reseda and black. Assortments have sold down to a limited quantity, so we would advise that you be here early tomorrow to receive your share of this dainty Summer fabric. Rebuilding Sale, per yard..... 29c

### "Royal Society" Package Goods Stamped Pieces Ready for Working

—The Art Needlework Section offers the popular "Royal Society" Needlecraft Packages at specially low prices for clearance. Every woman who is nimble of finger and who loves to put her own handwork into the things she wears and uses about the home delights in these Needlecraft Packages. Each package contains either a sideboard scarf, an apron, underwear, nightdresses, blouses, kimonos, tie-rack, work-bag or some other dainty thing, stamped and all ready for embroidering. Embroidery silks included with package.

—Main Floor.

### Women's Knit Summer Underwear Specially Priced

—Even though light Summer Underwear is not exactly in demand these days, it will pay any economical woman to patronize this Rebuilding Sale and supply her needs for a later day.

—Women's Balbriggan and "Perouskint" Combinations, in short sleeve style, with tight knee. Pretty trimmed with lace. Sizes 34 to 38. Rebuilding Sale, garment 50c

—Main Floor.

### Women's \$1.00 Silk Hosiery, 75c

—A saving of 25c on every pair of these fine Black Silk Hose—with lisle sole and reinforced heel and toe and with top. Regular price, \$1.00 per pair. Rebuilding Sale, per pair..... 75c

—Main Floor.

—Women's Cotton Hosiery, made with seamless foot, in black and tan only. A full range of sizes. Rebuilding Sale, per pair..... 15c

—Main Floor.

### Cross & Blackwell's Assorted Jams Specially Priced

—We have about 40 dozen pound glass jars of Cross & Blackwell's assorted jams that we are desirous of closing out before another week. To take them off our shelves quickly we have priced them exceptionally low at the jar. 23c; 2 jars for 45c; per dozen jars..... \$2.05

—Crosse & Blackwell's Marmalade—Regular \$1.15 per 7-pound tin; special..... \$1.00

—Crosse & Blackwell's Strawberry Marmalade—Regular \$1.15 per 7-pound tin; special..... \$1.25

—Crosse & Blackwell's Raspberry Marmalade—Regular \$1.15 per 7-pound tin; special..... \$1.25

—All grocery advertisements good for two days unless otherwise specified.

—Main Floor.

### Thursday's Rebuilding Sale

#### Economies From the Chinaware Dept.

—Anstran Blown Table Tumblers, in a variety of shapes and sizes. Regular prices, 75c, 50c and \$1.00 per dozen. Rebuilding Sale, each..... 6 for 25c

—Japanese Tea Pots with china precolator. Two and four cup size, 15c; individual size, 10c

—10-piece Toilet Set, in dark-blue and green decorations. Regular price, \$2.95. Rebuilding Sale, each..... \$2.25

—200 English Majolica Jugs; two and three-pint capacity. Regular price, 25c and 30c each. Rebuilding Sale..... 17c

—A clearance of Grindley Empress Ware—a thin, white semi-porcelain china.

—Cups and Saucers..... 4 for 25c Soup Plates..... 4 for 25c Bread & Butter Plates 6 for 25c Fruit Sauces..... 6 for 25c Tea Plates..... 5 for 25c Covered Vegetable Dishes..... 15c Breakfast Plates..... 4 for 25c Salad Bowls, each..... 15c Dinner Plates..... 3 for 25c Platters, each..... 15c, 25c and 37c

OPEN STOCK DINNERWARE AT 15 PER CENT LESS THAN REGULAR PRICES.

—Second Floor.

HUDSON'S BAY COMPANY























